

FIG. 1. Seasonal distribution of XBT data. The number in parenthesis under each season indicator gives the total number of profiles in the region during that period.

...... Insert color Figure 2 here ......

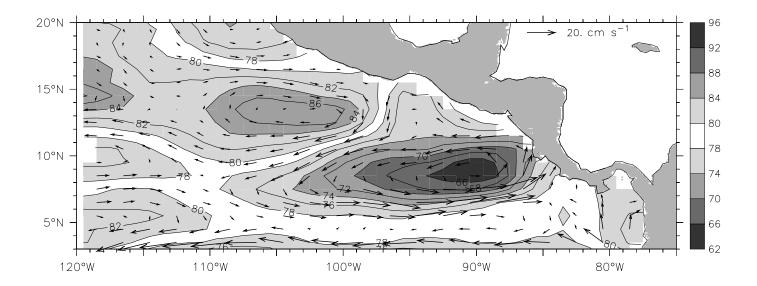


FIG. 3. Mean dynamic height and geostrophic currents at the surface relative to 300m, from the XBT data. Gray shading indicates dynamic heights above  $80\,\mathrm{dyn}$ -cm or below  $78\,\mathrm{dyn}$ -cm. The contour interval is  $2\,\mathrm{dyn}$ -cm. The scale vector  $(20\,\mathrm{cm\,s^{-1}})$  is located in the Caribbean.

..... Insert color Figure 4 here .....

...... Insert color Figure 5 here ......

..... Insert color Figure 6 here .....

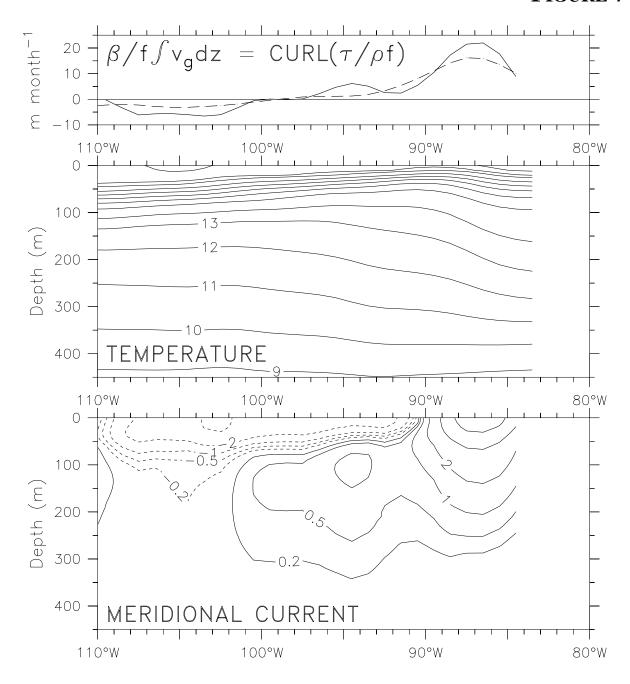


FIG. 7. Zonal section of the Sverdrup balance, T(z) and  $v_g(z)$  along 8.5°N. The coast is at 83°W. Top panel shows the "ocean term" (solid line) and "wind term" (dashed line) of the Sverdrup balance [see Eq. (2)]. Middle panel shows the temperature from the surface to 450m; the contour interval is 1°C from 8°C to 14°C, 2°C from 16°C to 26°C, and 1°C from 27°C to 29°C. Bottom panel shows the meridional geostrophic current from the surface to 450m; northward flow is indicated by solid contours, southward by dashed contours; the contour interval is every 5 cm s<sup>-1</sup> within  $\pm 15$  cm s<sup>-1</sup>, then  $\pm 1$  and 2 cm s<sup>-1</sup>,  $\pm 0.5$  cm s<sup>-1</sup> and  $\pm 0.2$  cm s<sup>-1</sup>.

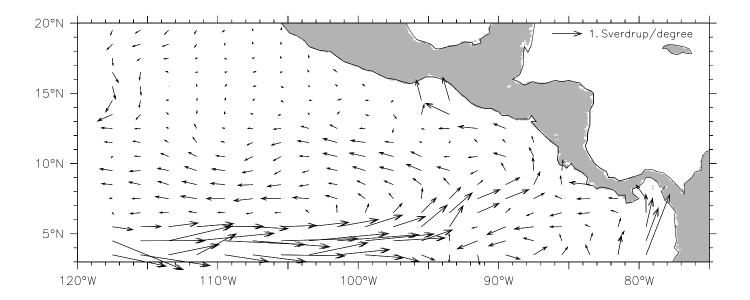


Fig. 8. Geostrophic transport vectors integrated from the 450m reference level to the  $17^{\circ}C$  isotherm (base of the thermocline). The scale vector (1 Sv per degree) is located in the Caribbean.

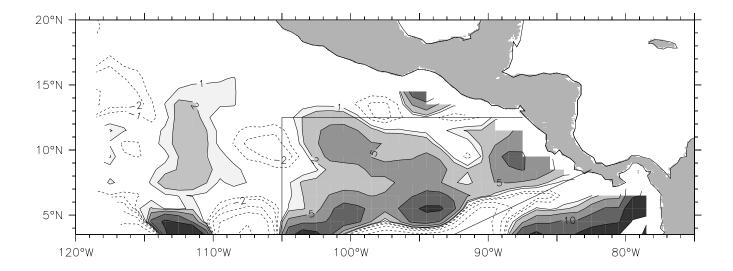


Fig. 9. Geostrophic transport across the 17°C isotherm  $(w - u \cdot \nabla h)$  in units of m month<sup>-1</sup>, where w is estimated from Eq. (4), u is the geostrophic current on the isotherm, and h is the isotherm depth. Shaded areas (line contours) show upwelling across the isotherm; dashed contours show downwelling. The overlaid line outlines the area over which upwelling transport was integrated (section 4c.3).

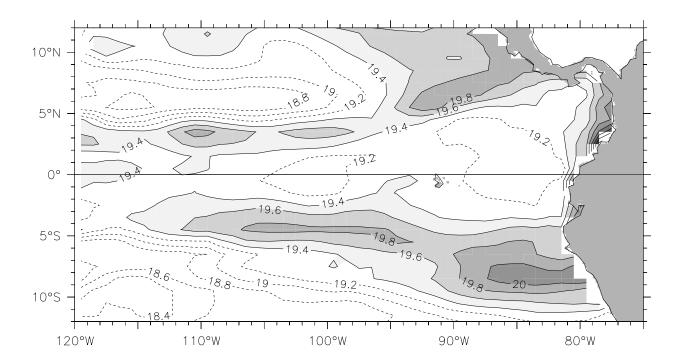


FIG. 10. Dynamic height at 300m relative to 450m between 12°S and 12°N. Shaded areas show high dynamic height, dashed contours low dynamic height (the contour interval is 0.2 dyn-cm).